

Environmental Protection Agency

Pt. 92, App. III

1. Maximum allowable back pressure.
- VII. Exhaust Emission Control System.
 1. Air injection system.
 - a. Control parameters and calibrations.
 - b. Pump flow rate.
 2. EGR system.
 - a. Control parameters and calibrations.
 - b. EGR valve flow calibration.
 3. Catalytic converter system.
 - a. Active surface area.
 - b. Volume of catalyst.
 - c. Conversion efficiency.
 4. Backpressure.
- VIII. Crankcase Emission Control System.
 1. Control parameters and calibrations.
 2. Valve calibrations.
- IX. Auxiliary Emission Control Devices (AECD).
 1. Control parameters and calibrations.
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- X. Evaporative Emission Control System.
 1. Control parameters and calibrations.
 2. Fuel tank.
 - a. Volume.
 - b. Pressure and vacuum relief settings.

APPENDIX II TO PART 92—INTERPRETIVE RULING FOR § 92.705—REMEDIAL PLANS

The following is an interpretive ruling set forth previously by EPA for on-highway ve-

hicles. EPA expects to apply the same principles to locomotives.

(1) The purpose of this ruling is to set forth EPA's interpretation regarding one aspect of a motor vehicle or motor vehicle engine manufacturer's recall liability under section 207(c)(1) of the Clean Air Act, 42 U.S.C. 7641(c)(1). This ruling will provide guidance to vehicle and engine manufacturers to better enable them to submit acceptable remedial plans.

(2) Section 207(c)(1) requires the Administrator to base a recall order on a determination that a substantial number of in-use vehicles or engines within a given class or category of vehicles or engines, although properly maintained and used, fail to conform to the regulations prescribed under section 202 when in actual use throughout their useful lives. After making such a determination, he shall require the manufacturer to submit a plan to remedy the nonconformity of any such vehicles or engines. The plan shall provide that the manufacturer will remedy, at the manufacturer's expense, all properly maintained and used vehicles which experienced the nonconformity during their useful lives regardless of their age or mileage at the time of repair.

APPENDIX III TO PART 92—SMOKE STANDARDS FOR NON-NORMALIZED MEASUREMENTS

TABLE III-1—EQUIVALENT SMOKE STANDARDS FOR NON-NORMALIZED MEASUREMENTS

Path length		Standards				
If the path length is:		Then the opacity may not exceed:				
cm	inches	Peak		Steady-State		
		3-sec	30-sec	Tier 0	Tier 1	Tier 2
10.0–19.9	3.94–7.86	7	5	4	3	2
20.0–29.9	7.87–11.80	13	10	7	6	4
30.0–39.9	11.81–15.74	19	14	10	8	6
40.0–49.9	15.75–19.68	24	18	13	11	9
50.0–59.9	19.69–23.61	29	23	16	13	11
60.0–69.9	23.62–27.55	34	26	19	16	13
70.0–79.9	27.56–31.49	38	30	22	18	14
80.0–89.9	31.50–35.42	43	34	25	21	16
90.0–99.9	35.43–39.36	46	37	27	23	18
100.0–109.9	39.37–43.30	50	40	30	25	20
110.0–119.9	43.31–47.23	53	43	32	27	22
120.0–129.9	47.24–51.17	56	46	35	29	23
130.0–139.9	51.18–55.11	59	49	37	31	25
140.0–149.9	55.12–59.05	62	51	39	33	27
150.0–159.9	59.06–62.98	65	54	41	35	28
160.0–169.9	62.99–66.92	67	56	43	37	30
170.0–179.9	66.93–70.86	69	58	45	39	32
180.0–189.9	70.87–74.79	71	60	47	40	33
190.0–199.9	74.80–78.73	73	62	49	42	35
≥200	≥78.74	75	64	51	44	36